

## JAMESTOWN TOOL COMPANY ENGLISH STYLE PLANES

Jamestown Tool Company's English style planes are patterned after their nineteenth century predecessors and are made to the highest standards. They are precision tools, designed for the fitting and finishing of the finest joinery. Their design and construction give them an impressive heft and feel. We believe you will find them a delight to look at, comfortable to use, and capable of performing your most exacting work.

The basic component of each Jamestown plane is a bronze casting, machined and hand filed to its final shape. Plane soles are made of steel and are soldered securely to the castings. Soles are machined and ground so that they are flat and square to the sides of the plane. The beds for the irons are trued so that the iron is fully supported in the plane and will not chatter. Irons are made of high quality tool steel and are supplied sharp, ready to use. Carefully fitted and finished infills or stuffings are made of mahogany or other woods as ordered. We pay a great deal of attention to finishing details and polishing.

Irons of these planes are secured by wooden wedges. If you have never used a wedged-iron plane, we recommend you try. We think that after you acquire the knack for adjusting these planes, you will find them as easy to use and even more responsive than the more complex "adjustable" planes.

Our tools closely resemble the ones made in the nineteenth century, and we are concerned that no one mistake our products for old planes. All Jamestown tools are deeply stamped with our company name. All are serial numbered and dated. In addition, each casting bears in an inconspicuous location <sup>and</sup> the date its pattern was made.

Each plane is supplied with instructions for its use and care with a wool, draw-string bag to protect its finish and cutting edge.



### SHOULDER PLANE

A heavy plane capable of extremely delicate work. It is designed for final fitting of the shoulders of tenons, rabbets, "secret" mitred dovetails and other joints. Like all of our planes, it is built with a narrow throat for fine, smooth cutting of the most difficult woods. The iron is sneced at its upper end for coarse adjustment. A steel striking screw on the heel of the plane can be struck with a mallet to loosen the iron or to draw it back into the plane for fine adjustment of the shaving thickness.

Length (sole): 7-7/8"  
Width (sole and iron): 1-1/8"

Bedding angle of iron: 21°  
Weight: Approx. 2-3/4 lbs.

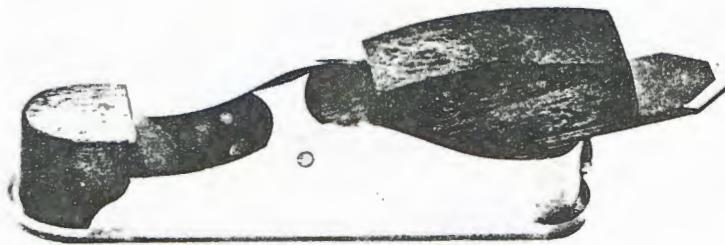


### CHARIOT PLANE

A small, handy plane with its cutting edge 3/4" from the toe. Its size makes it easy to use with one hand, and it is well suited for precise shaping and fitting. It has a narrow throat formed by a steel insert fitted into the front of the casting. Fitted with striking screw.

Length (sole): 3-1/4"  
Width (sole): 1-7/16"  
Width (iron): 1-1/8"

Bedding angle of iron: 21°  
Weight: Approx. 1 lb.

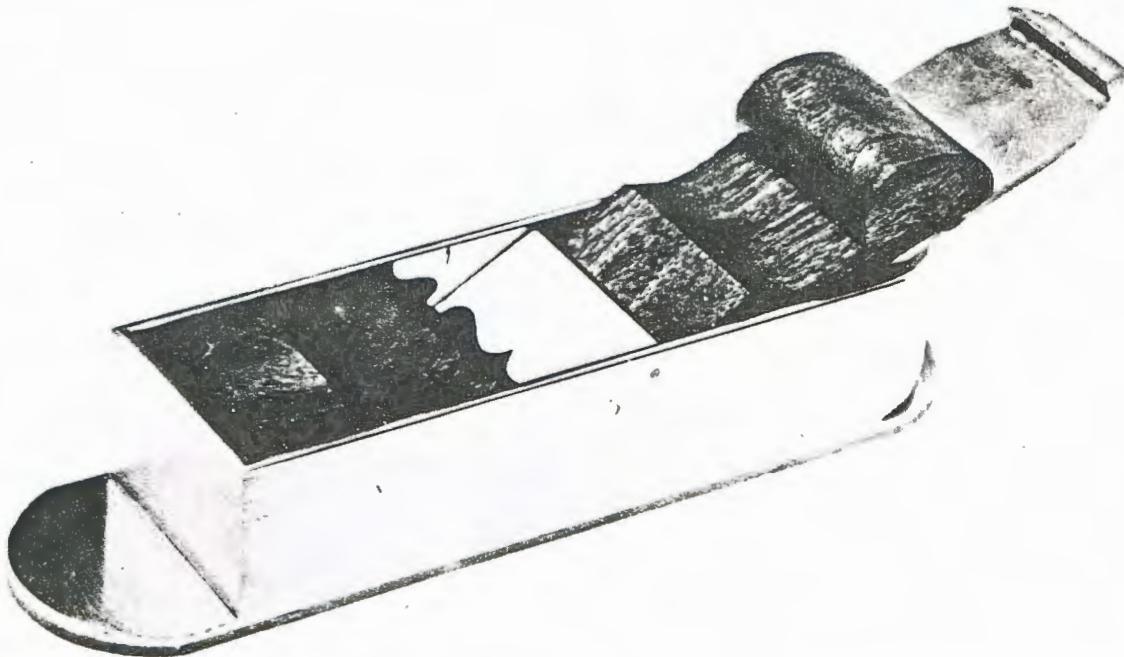


### THUMB PLANE

A small, block-type plane for fitting and finishing. This plane has a lower iron angle than the chariot plane and has a wooden front "thumb" grip for comfortable two-hand use. Especially suited for cross- and end-grain work. Fitted with striking screw.

Length (sole): 5-1/2"  
Width (sole): 1-7/16"  
Width (iron): 1-1/8"

Bedding angle of iron: 15°  
Weight: Approx. 1 lb.



### MITRE PLANE

Designed for shooting and cleaning up mitred joints in carcass and frame construction and for end-grain work. This is a massive plane which will lay on the work and remove very fine shavings. It can be used on its side with a shooting board or held upright and used freehand or with a mitre jack. The rounded sole projects beyond both ends of the body. Fitted with a traditional tapered and snecked iron and striking screw.

Length (sole): 10-1/2"  
Width (sole): 2-3/4"  
Width (iron): 2-1/4"

Bedding angle of iron: 21°  
Weight: Approx. 5-1/2 lbs.

JAMESTOWN TOOL COMPANY  
P. O. BOX 96  
JAMESTOWN, N. C. 27282

A BIT OF BACKGROUND

The first British metal planes were probably mitre planes made during the mid- to late-eighteenth century. Surviving examples which may date from this early period are wood-filled metal boxes made of cast iron or of iron or brass plates dovetailed together. Evidently nineteenth century cabinetmakers and joiners found the working characteristics and durability of these tools worth their extra expense and sought a greater variety of metal planes, for in the 1840's, Stewart Spiers of Ayr, Scotland, started a firm which manufactured a line of metal bench and special-purpose planes. Within several decades a number of both English and Scottish manufacturers also began to produce these tools. By the late nineteenth century many types of "English" metal planes were available.

Surviving well-used bench planes suggest that to some workmen these planes' durability was their most important feature. Many of these planes are rather crudely made, and some of them were finished by the workmen themselves who, to reduce the tool's cost, purchased only the metal components. Other metal planes appear to be totally homemade. The planes manufactured by the best toolmakers, however, were designed and built to very exacting standards. These planes were made during a time when woodworkers began to use power machinery for rough work, and handplanes were needed to perform the final, precise fitting and finishing found in the exquisite cabinetwork and joinery of the English Victorian period. It was for this type of work that the famous makers--Spiers, Norris, Mathieson, Slater, Buck, and Holland among them--made their tools. Because these tools were expensive and because of their association with the finest work, their ownership was undoubtedly regarded as a symbol of status during the period.

Catalogues of the Spiers, Norris, and Mathieson firms are available, and we know more about these companies' products than those of other makers. In addition to the smoothing, panel, and jointing planes, they made lines of special-purpose shoulder, rebate, chariot, thumb, bullnose, mitre, and violin planes. In the Norris catalogue of 1914, various combinations of types and sizes of planes, infill woods, plane body materials, etc. gave the workman almost 200 different choices! Many of these planes were made of dovetailed steel plates, but cast malleable iron and gunmetal (a bronze alloy) planes of most types could be purchased. Collectors today seek the gunmetal planes because of their rarity and beauty, and it is interesting to note that Norris in 1914 charged 27% more for its steel soled, gunmetal  $1\frac{1}{4}$ " shoulder plane than it did for its steel, dovetailed plane of the same size.

By the early years of the twentieth century many makers of these early style metal planes had ceased their production. The availability of less precise, but also much less expensive planes and the decline in handwork brought on by a greater dependence upon machinery made their manufacture unprofitable. With the current revival of fine, handmade woodwork, however, we believe that these tools are as desirable to today's craftsmen as they were to those who worked a century ago.

(OVER)

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July 1, 1980

Dear Mr. Zeman:

Please accept our apologies for the delay in providing you with the information you requested concerning our line of woodworking planes.

We began Jamestown Tool Company because we like and appreciate fine handtools and because we believe other woodworkers share our interests. We chose several "English" type metal planes as our first products. We feel that planes of this type are among the finest woodworking handtools ever produced. Yet, the nineteenth century English and Scottish originals are becoming increasingly difficult to find. They are expensive, and quite often they are not found in a condition suited to the demanding work for which they were originally intended. We are building new planes whose designs and construction are based on these originals.

An important feature of our planes' construction is their careful fitting and finishing. Matched infills and wedges are individually fitted, shaped, and finished by hand. The detailed shaping of the plane bodies--crisp corners, smooth curves, and chamfered edges--are the result of hand filing and polishing. Because these are time consuming processes our planes are built to order. This usually takes two to four weeks. When we receive your order we will notify you immediately of the date we expect to ship your tool.

As noted in the brochure, we welcome inquiries concerning special order tools. Our interests range from ancient tools to thoroughly new and innovative ones, and we will be pleased to work with you to reproduce tools (all pieces made in an older style are permanently identified as new) or make custom-made tools per your design or specifications. We also will make replacement parts for antique tools, although we cannot accept pieces for repair or restoration.

As of June 1, 1980, our standard planes are priced as follows:

	Mahogany	Rosewood	Ebony	Extra Irons
Shoulder Plane	\$168.00	\$176.00 <sup>245</sup>	\$192.00 <sup>245</sup>	\$14.00
Chariot Plane	137.00	142.00 <sup>177</sup>	152.00 <sup>177</sup>	8.00
Thumb Plane	117.00	122.00 <sup>168</sup>	132.00 <sup>168</sup>	8.00
Mitre Plane	207.00	217.00 <sup>277</sup>	237.00 <sup>277</sup>	27.00

We will quote on other woods as requested. Extra irons are supplied ground, but not honed.

As of Jan 15 '81

ROSEWOOD	EBONY	W
229	245	21
167	177	14
158	162	14
247	277	38

We thank you for your interest.

*Jay Gaynor*  
Jay Gaynor

*Joseph Hutchins*  
Joseph Hutchins

MAKERS OF FINE HANDTOOLS FOR WOODWORKING